

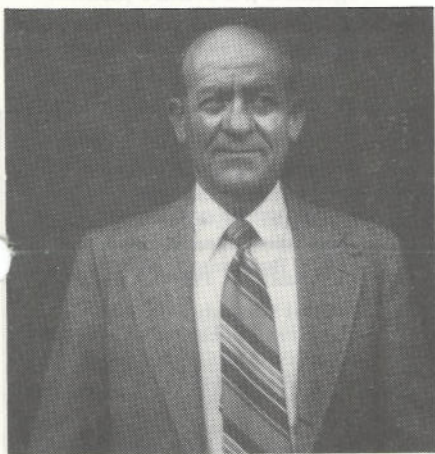
Montana and the Sky

Vol. 32, No. 10

MONTANA AERONAUTICS DIVISION

October, 1981

Ugren Appointed to Board



C. R. "Sig" Ugren, Miles City, has been appointed by Governor Schwinden as the representative of the fixed base operators in Montana to the Aeronautics Board.

Sig has been the owner of Miles City Aero and the manager of the Frank Wylie Field since 1950. Two of his sons, Joe and Greg, are also involved with him in Miles City Aero.

He is a member and past president of the Montana Aviation Trades Association, the Montana Pilots Association, and the Montana Airport Management Association.

Sig and his wife, Marguerite, have been married for 38 years and have four children and six grandchildren.

Congratulations, and welcome aboard!

Stevensville's New Airport

On September 27, 1981, over 200 persons attended the dedication of the new Stevensville Airport. The dedication featured a fly-in breakfast, rides in aircraft given by local pilots, skydiving exhibitions, radio-controlled model airplane flights, antique aircraft displays, flour bombing, and spot landing contests.

The initial contact for this airport was made in May 1976, when Vern Moody, aviation representative for the Aeronautics Division, met with county commissioners and the airport board. Since then, many obstacles had to be overcome in order for this airport to become a reality.

The airport has a paved runway 60 feet wide and 3,800 feet long, with a taxiway and tie down area. The total cost of the airport, including construction, engineering, land, and

contingencies, was \$460,552.00. Of this amount, a federal grant was obtained for 90% of the cost, or \$414,496.00, and the local share totaled \$46,056.00. The next step for this airport is to light the runway, and plans are currently underway to acquire lighting.

The completion of this airport was made possible through hard work and effort on behalf of the FAA, represented by Chuck Engdahl and H. J. Whelen, Morrison-Maierle of Helena, Washington Construction of Missoula, and the Montana Aeronautics Division.

Patty and Bob Mitchell will be the fixed base operators at the airport and will offer pilot training, aircraft maintenance, and air charter.

Congratulations to all those persons whose efforts were involved in making this airport a reality!



Administrator's Column

I was very pleased to be able to participate in the Great Falls to Jackpot Helloween Air Race on October 3. I know many were surprised that I finally completed my major engine overhaul in time for this year's race. So was I! I completed the four-hour engine run-in on Friday just prior to departing for Great Falls to register.

Even though some adverse weather dampened the spirits of some and caused them to turn back, those who did continue on to Jackpot had a rewarding fun filled weekend.

Although it took me five hours, twelve minutes, ten seconds to complete what should have taken me only two hours, thirty-five minutes to fly, I had a great time and plan to enter the race again next year. Incidentally, my engine ran beautifully.

★ ★ ★ ★ ★

We were all saddened to learn of the death of our good friend, Frank Kampfe. Frank was a strong supporter of aviation in Montana and twice served as a hearing officer for our Aeronautics Board for airline hearings.

We will all miss Frank but I know, now that he is "on top," he has time to fly with our other good friend, Pat Patenaude, who was also from Red Lodge and also died in an aircraft tragedy two months to the day prior to Frank's tragedy. Pat's wife, Jeannette, recently voiced her concern over how Frank and Pat are getting along up there, as neither one of them could ever stand to fly co-pilot.

On behalf of the Aeronautics Board, the Aeronautics Division, and the entire aviation community, I would like to express our sincere sympathy to Frank's wife, Helen, and his children, Derik, Aaron, and Joel.

★ ★ ★ ★ ★

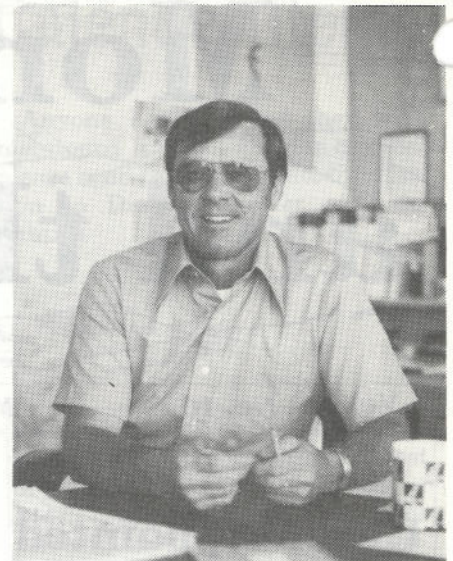
Our third annual Mountain Search Pilots Clinic was held at Kalispell on September 18, 19 and 20.

Although we had many more applications than we could accommodate, it is gratifying to know that this type of specialized training is being well received. We have to limit our attendance to 30 participants primarily due to logistics and budgeting constraints.

Judging from the participant and instructor critiques, the clinic was a tremendous success. I'm sure Fred Lark of KXLO in Lewistown had everything to do with having Nigel Moll and Berl Brechner of Flying magazine and Evan Slack of the KOA Radio Denver network on hand during the entire clinic. The success of this clinic is due to the tremendous support we receive from people like Jack Van De Riet, Fritz Lueneburg, Mike Strand, Bill Tubbs, Chet Severson, Speed Normand, Ron Sincox, Sparkey Imeson, Major Bill Peden, Skip Stoffel, and Fred Lark, who give of themselves so much in their dedication to make this clinic worthwhile for our volunteer mountain search pilots.

I want to thank these people, as well as my great Aeronautics Division staff. Without you all we couldn't have put it together.

★ ★ ★ ★ ★



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Creative Press

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Baker, Douglas B., Lewistown
Hopper, Scott, Billings
Etzel, Joseph C., Poplar
Zygmund, Jay M., Billings
Dunham, Jeffrey E., Billings
Blomquist, Alan R., Big Timber
Kull, Alan E., Billings
Petersen, James B., Miles City
Forbus, Ewell W., Jr., Miles City
Derudder, Mark A., Bridger
Bullis, Terry A., Hardin (Add IRA)
Mote, Daniel B., Laurel
Dolan, Robert D., Livingston
Esp, Donalee G., Hardin
Hamlin, James D., Billings

(Add IRA)

Rhodes, Charles G., Billings
Brasen, Larry D., Bridger
Brand, Joseph E., Great Falls
Glenn, John R., Billings (Add IRA)
Molen, Donald W., Billings

(Add MEL)

Wiatr, Stanley M., Billings

(Add IRA)

Madler, Robert L., Baker

(Add IRA)

Marsh, James P., Livingston
Wilshire, Terence M., Helena
Blackburn, Loye E., Great Falls

(Add PRH)

Harvie, David J., Cut Bank
Mildenberger, Scott J., Hamilton
Pew, John C., Missoula (Add MEL)
Torp, George, Missoula
Asay, John P., Butte

Welch, Harvey L., Havre
Velk, Vincent F., Havre
Kleffner, Charles P., Bigfork
Fredericks, Gerald R., Kalispell
Ross, Donald D., Kalispell
Hofmann, William C., West Glacier
Petet, James E., Kalispell
Dasenbrock, Frederick E., Belgrade

(Add Glider-Aero Tow only)

Blackstrom, Richard P., Bozeman
Yeley, Warren J., Bozeman
Haigh, John R., Ennis
DeSmet, Guy M., Bozeman

(Add CASEL)

McCumber, Michael R., Bozeman
Schweitzer, Donald L., Bozeman
Knutson, Buddie G., Flowree

(Add IRA)

Pedersen, Donald L., Helena
(Add CASEL)
Weiss, Ralph N., Helena (Add IRA)

INSTRUCTOR

Robison, Gary S., Billings
Fischer, Robert E., Jr., Billings

(Add IRA)

Schultz, Paul R., Billings

(Add MEL)

Wilson, Scott W., Austin, Minne-
sota (Add MEL)

Pribanic, H. Grant, Bozeman

(Renew CFI)

Keller, Leroy Scott, Kalispell

(Renew CFI)

Wetherell, George A., Butte

(Renew CFI)

Helsper, William F., Missoula

(Renew CFI)

Herrig, Rodney R., Havre,

(Add FRH)

Stroh, James P., Havre

(Renew CFI)

Bohannon, Tommy L., Missoula

(Renew FRH)

Flint, Gordon C., Cut Bank

COMMERCIAL

Muri, Randell P., Miles City

(Add IRA)

Wolfe, James R., Ponca City, Okla.

Johnson, Donald D., Billings

McCann, Kevin C., Wolf Point

White, Joe G., Billings (Add IRA)

Crellin, Randall P., Billings

(Add IRA)

Redd, Charles H., Valier

ATP

Lynch, Andrew E., Billings

Potter, Gary L., Laurel

PILOT PROFICIENCY

AWARD PROGRAM

Roam, Kay, Billings (Phase I)

Aslakson, Leigh, Billings

(Phase III)

Potuzak, R. J., Eureka (Phase I)

King, Alan, Billings (Phase I)

Petet, J. E., Kalispell (Phase I)

Wilson, Mick, Billings (Phase II)



Radio Procedure at Airports in Montana

Airports With Closed Control Tower

BIL and GTF — Frequency 122.6.

MSO — Frequency 118.4. Contact FSS for airport information. Outbound — Before taxiing and taking runway for departure. Inbound — 15 miles from airport and report entering downwind and final.

HLN — NOTE: FSS remote to GTF. Outbound — Before taxiing, contact FSS 122.2 for airport information. Before taking runway for departure, broadcast intentions in the blind on 118.3. Inbound — 15 miles from airport, contact FSS for airport information on 122.2. Then broadcast in the blind or exchange traffic on 118.3. Report entering downwind and final.

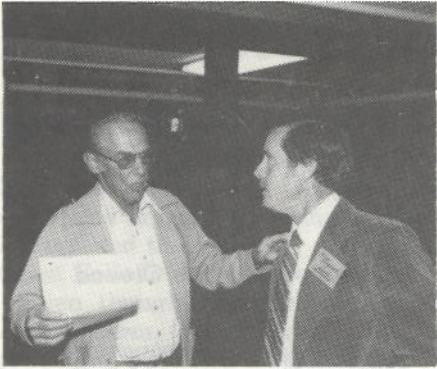
Airports With FSS — No Control Tower

BZN, LWT, LVM, CTB, MLS, BTM — Contact FSS for airport advisories on 123.6. Outbound — Before taxiing for departure. Inbound — 15 miles from airport. Report entering downwind and final. NOTE: IFR arrivals ensure you report arrival and clear of runway to FSS.

Airports With No FSS or Control Tower

Communicate with UNICOM operator on 122.8 or 123.0 as appropriate. If unable to contact UNICOM operator, use appropriate UNICOM frequency to broadcast position or intentions in the blind. Airports with no UNICOM, exchange traffic or broadcast in the blind on 122.9. Outbound — Before taxiing for departure. Inbound — 15 miles from airport. Report entering downwind and final. NOTE: When in doubt, contact nearest FSS for current procedure prior to takeoff or landing.

Mountain Search



Left, Jack Van De Riet confers with Mike Ferguson prior to his ground school presentation.



Patty Mitchell illustrates how a garbage bag can be a warm piece of "clothing" in the wilderness.



Sparkey Imeson, left, and Evan Slack discuss mountain flying during ground school portion of clinic.



Sparkey Imeson gave mountain flying presentation as part of clinic ground school.



The Aeronautics Division hosted a Mountain Search Pilots Clinic September 18-20, 1981, in Kalispell. Thirty pilots were selected to participate in the clinic, which included ground school sessions in Kalispell, pilot training to and from Spotted Bear, Schafer Meadows, and Meadow Creek airstrips, and a downed aircraft survival school at Spotted Bear.

The ground school featured presentations on mountain flying by Jack Van De Riet of Choteau and Sparky Imeson of Jackson, Wyoming. General A. V. "Speed Normand" of Lake Oswego, Oregon, gave on-site training with electronic locator transmitters.

Skip Stoffel, Director of the Emergency Response Institute in Washington state, taught four-hour sessions on emergency preparedness at Spotted Bear, and illustrated how to use salvaged airplane parts as shelter. Skip also offered tips on proper emergency kits.

Also present during the three-day clinic were two representatives of Flying magazine, Nigel Moll and Berl Brechner. Mr. Moll enrolled as a student in the clinic, and Mr. Brechner photographed the activities for an upcoming feature article in Flying magazine.

The flight instructors for the clinic included Bill Tubbs, Hamilton; Jack Wilson, Aeronautics Division, Helena; Mike Strand, Kalispell; Fritz



ELT homing exercises.

h Pilots Clinic

Lueneburg, Columbus; Jack Van De Riet, Choteau; and Chet Severson, Kalispell. Aeronautics Division Administrator Mike Ferguson shuttled students in a turbo charged A-36 Bonanza donated for use during the clinic by Denver Beechcraft. John Stene of Polson piloted the aircraft for the ELT air search exercises.

The following students completed the clinic and were awarded Certificates of Completion by the Aeronautics Division:

Martin Clinton, Lewiston; James Cheetham, Dutton; James Briden, Valier; Jack Goebel, Butte; Jay Van De Riet, Fairfield; David O'Connell, Butte; William Colman, Fort Benton; Bob Janz, Billings;

Joseph M. Dutton, Sand Springs; William McCart, Corvallis; Sidney Smith, Helena; Norman Wortman, Gallatin Gateway; Gerald Harrison, Lewistown; Richard Lee, Billings; Orvin Larson, Eureka; Tim Linn, Bozeman;

Larry Luckinbill, Columbus; Aaron Meyer, Billings; Frank Sanders, Lolo; Evan Slack, Denver, Colorado; Russell Sartain, Great Falls; Robert Squire, Ennis; Mary Thoman, Helena; Patty Mitchell, Stevensville;

William Taylor, Great Falls; Chris Carr, Kila; Nigel Moll; New York; Bernard Onsager, Kalispell; Garfield Jermunson, Brady; Larry Fonner, Whitefish.



Flying magazine representatives at the clinic, left, Berl Brechner, and Nigel Moll.



Left to right: Sparkey Imeson, Skip Stoffel, and Jack Van De Riet.



Demonstrates difference between wool and cotton in water.



304th Air Rescue Squadron from Portland, Oregon, participated in the clinic.



Clinic participants at Spotted Bear.



Skip Stoffel gives useful pointers on wilderness survival and emergency preparedness.

Evelyn Leaves Aeronautics

Evelyn Sedivy, Supervisor of Aviation Safety and Education for the Aeronautics Division, recently terminated her employment with the division. She married Barry Cowing October 10 and is now residing in Cheyenne, Wyoming.

Evelyn very ably supervised aerospace education workshops throughout the state, planned and supervised clinics and seminars for pilots, flight instructors, aviation mechanics and other aviation groups, provided consultant services to schools and teachers in aerospace curriculum planning and instruction techniques, supervised and assisted in maintaining state-wide organization for aerial search and rescue, and enforced aircraft, pilot and insurance requirements for Montana.

The Aeronautics Division and the aviation community will miss Evelyn, and wish both Evelyn and Barry the very best!



Aeronautics staff, left to right standing: Jerry Burrows, Ruth Anderson, Mike Ferguson, Diane DeRosier, and Dave Kneeder. Evelyn Sedivy, kneeling, receives Charles Russell print upon her leaving her employ with the Aeronautics Division.

Linehan Retires

After 20 years employment at the flight service station at the Lewistown Airport, Paul Linehan is retiring.

Linehan has been a licensed pilot since 1948, and is a past president of the Central Hangar of the Montana Pilots Association. His wife, Gertrude, is a past secretary-treasurer of the organization.

He worked for Northeast Airways in Worcester, Massachusetts, and applied for an FAA job in 1952. He got the job and trained in Alaska and moved to Lewistown from Alaska in 1962.

During his employment at the airport, Linehan received three special awards from the FAA within three years. He also had five documented "assists," as well as undocumented assists.

Best wishes on your retirement. You will be missed!

Over the Counter Medications

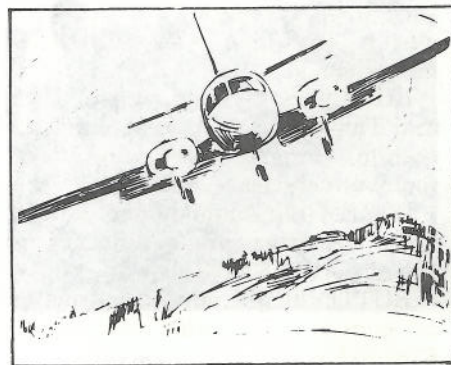
There are some drugs which manufacturers commonly put in many of their "self-treating medicines."

Caffeine is used as a stimulant and can add to a heavy coffee drinker's side effects. Aspirin, and acetaminophen (as in Tylenol) is used as a pain reliever. Phenylpropanolomine is used as a decongestant and appetite suppressant, but has very strong stimulant effects on blood pressure, EKG's, and your heart. Chlorpheniramine, an antihistamine, is used for colds, but also has serious side effects of drowsiness, especially at altitude. Phenylephrine or ephedrine are used as decongestants, but also have strong stimulant effects upon the cardiac system.

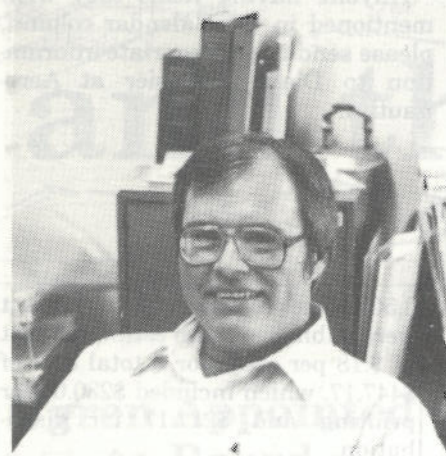
All these drugs have potentially serious side effects to a pilot, not only while flying, but on your general health and FAA certifiability as well.

Don't play doctor. A drug used without supervision of a doctor could affect your performance as a pilot, and your certificate.

Read the label and think twice before assuming the medication and your illness are safe to fly with.



FY 81 ADAP



By David C. Kneedler
Chief, Airport/Airways Bureau

As we all know by now, Congress did finally deign to extend the Airport Development Aid Program (ADAP) for one year through FY 1981. Unfortunately, the legislation was not signed into law until August 13, and the expiration of FY 81 on September 30 left precious little time to formulate projects, tie up loose ends, and place the available money under grant. These time constraints forced many airports to use their entitlement funds for projects which may not have been at the top of their priority list but were of a nature which allowed them to be "put together" in the shortest possible time.

Despite the shortfall in funding and the awkward timing, we do at least have a program for this year which includes the following improvement:

BILLINGS: Overlay runway 4/22 and Taxiway B, construct sewer lift station, purchase CFR and snow removal vehicles — \$819,005.

BOZEMAN: Acquisition of land in noise sensitive areas adjacent to the airport — \$300,378.

BUTTE: Begin state construction of portion of parallel taxiway — \$787,311.

CIRCLE: Install MIRL runway 12/30, wind cone, VASI, construct taxiway and parking apron — \$160,000.

CONRAD: Enlarge parking apron and resurface existing apron, taxiway construction, miscellaneous drainage work — \$166,000.

GREAT FALLS: Rehabilitate taxiway and service road, install security fence — \$473,417.

HELENA: Purchase two snow removal vehicles, acquire land in approach zone — \$378,348.

HARLEM: Land acquisition for future runway construction — \$29,000.

KALISPELL: Rehabilitate portion of runway 11/29 for use as taxiway, construct taxiway, rehabilitate general aviation parking apron, install security fence — \$227,230.

JORDAN: Reconstruct and extend runway 10/28, drainage, enlarge parking apron, install MIRL — \$441,195.

MISSOULA: Extend connecting taxiway, site preparation for future taxiway work — \$412,286.

WEST YELLOWSTONE: Rehabilitate runway and taxiway lighting system — \$195,000.

The above projects represent \$3,233,681 in Federal entitlement monies to be matched with \$359,297 of local and state money which constitutes the air carrier portion of this year's program. The general aviation part totals \$716,576 state apportionment money to be matched with \$79,620 in state and local funds.



Who Me?

*The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.*

*Now who can this be,
He ought to be hung,
Still he must be my friend,
Cause my number he rung.*

*Hello, Who is it?
I was sleeping my friend,
The FAA's calling,
Quite a pickle you're in.*

*Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?*

*Well, it's now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.*

*So we've a favor to ask
(But he already knows it).
Next time you file one,
Please mister, "CLOSE IT"!!*



From construction to paving process at Stevensville airport.

Cold Starts

Extra precautions should be taken when starting high performance engines in cold weather, after changing oil, or after the engine has not flown within a week. On the initial start, closely observe engine oil pressure. If oil pressure does not rise to a minimum idling range within 30 seconds after start, shut the engine down and investigate.

1. Damage to crankshaft bearings is possible if oil pressure is not within

minimums as described above, and potential engine failure can result.

2. Cold, fast starts also result in badly scuffed piston skirts and rings and scored cylinder walls with ultimate broken piston rings and malfunctioning engines.

3. Complete engine preheating is required by ambient temperatures of plus 10 degrees F and below, because below this temperature the oil is like tar.

4. After start, do not exceed 1200 RPM in the idle range initially until oil pressure is definitely within minimums.

(Minnesota Flyer)

Calendar Items

Anyone having items they wish mentioned in the Calendar column, please send the appropriate information to Diane DeRosier at Aeronautics.

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

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